Design Standards

NOTE: For clarification purposes – this draft references what, if any, current standards apply for each design issue.

Section A: Site Design

Figure A-1. Public open space is a critical element of successful mixed-use developments.

Reports by the Lincoln Institute of Land Policy, the Trust for Public Land, and the National Park Service, have quantified how parks and trails in communities can boost property values. For instance, studies cited in the Trust for Public Land's 1999 report Economic Benefits of Parks and Open Space show that homes bordering the 12-mile Burke Gilman trail in Seattle, WA sold for 6 percent more than other houses of comparable size, while the percentage of Denver residents who said they would pay more to live near a greenbelt or park rose from 16 percent to 48 percent between 1980 and 1990. Similarly, a three-mile greenbelt around Lake Merritt, near Oakland's city center, was found to add $41 million to the surrounding property values.

A.1 Open Space

Existing Standards

- No requirements for non-residential uses.
- MF requirements per CCC 40.260.150: 48 SF of private open space, with no measurement less than 4' and screened from view of neighbors and the street, for ground level residential units; and, 200 SF of clearly defined usable space/unit (300 for 3bdr units), some but not all of which can be private and/or indoor.

Intent

- *To create focal points and gathering spaces of interest for the surrounding neighborhood.*
- *To provide a variety of accessible and inviting pedestrian-oriented areas to attract shoppers to commercial areas and enrich the pedestrian environment.*
- *To ensure that districts have areas suitable for both passive and active recreation by residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations.*
- *To create usable, accessible, and inviting open spaces for residents.*
- *To create open spaces that enhance the residential setting.*

Standards

A.1.1 All developments shall incorporate publicly accessible open space on-site. This could include a single open space or, for larger developments, a variety of open spaces. Examples could include a "village green", "pedestrian-oriented space(s)", "parkway", "trail corridor", "garden area", or other types of spaces described in A.1.2. Specifically, applicants must successfully demonstrate how the proposed publicly accessible open space meets all of the following criteria:

a. Is/are centralized and accessible. All applicable open spaces shall be physically and visually accessible from the adjacent street or major internal pedestrian route. Open spaces shall be in centralized locations that nearby residents, workers, and/or shoppers can use – rather than simply left-over or undevelopable space in locations where very little pedestrian traffic is anticipated. Locations integrated with transit stops, for instance, would be encouraged, as there is likely to be pedestrian traffic in the area. At least 50 percent of the open space shall be at street level.

b. Is/are inviting. Inviting open spaces feature amenities and activities that encourage pedestrians to use and explore the space. It could be a fountain, sculpture, children's play area, dog run, special landscaping element, or even a comfortable place to sit and watch the world go by. And to linger in an open space, they must be comfortable. For instance, a plaza space should receive ample sunlight—particularly at noon—have design elements that lend the space a "human scale," including planter boxes and other landscaping elements, benches and other seating areas, and pedestrian-scaled lighting.

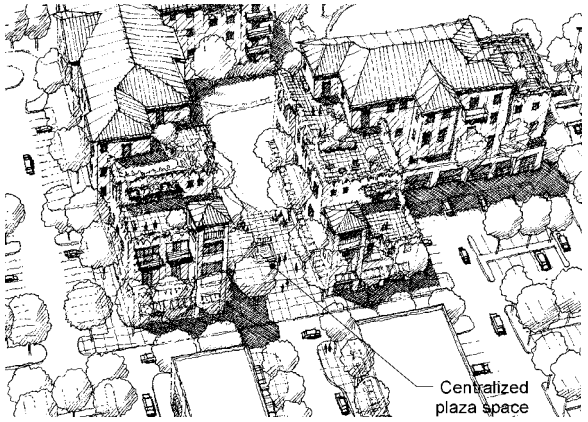
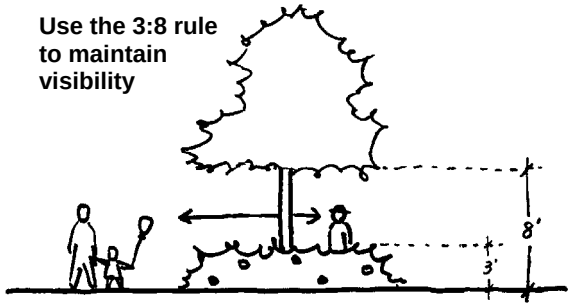


Figure A-2. Centralized and accessible open space.

Figures A-3 and A-4. Comfortable and inviting open spaces.



c. Is/are safe. Safe open spaces incorporate Crime Prevention Through Environmental Design (CPTED) principles:

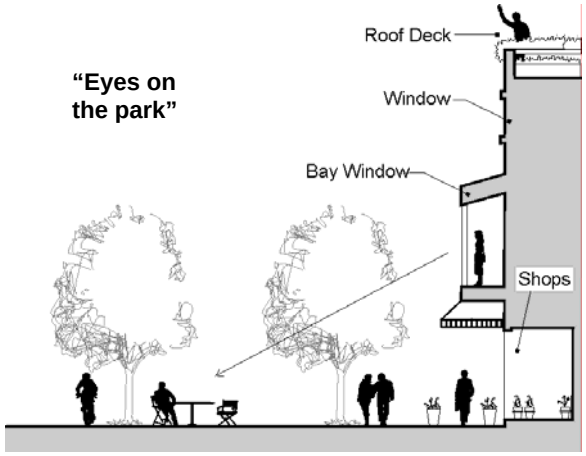
(1) Natural surveillance – which occurs when parks or plazas are open to view by the public and neighbors. For example, a plaza that features residential units with windows looking down on space means that the space has good "eyes" on the park or plaza.

(2) Lighting that reflects the intended hours of operation.

(3) Landscaping and fencing. Avoid configurations that create dangerous hiding spaces and minimize views.

(4) Entrances should be prominent, well lit, and highly visible from inside and outside of the space.

(5) Maintenance. Open spaces shall utilize durable materials that will last and require minimal maintenance costs. Walls, where necessary, shall be designed and treated to deter graffiti. Use and maintain landscape materials that reduce maintenance cost and maintain visibility, where desired.



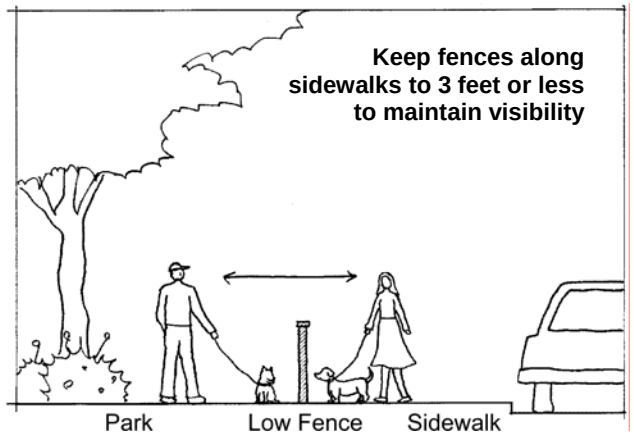


Figure A-5. Guidelines for creating safe open spaces.

d. Provides for uses/activities that appropriately serve the anticipated residents and users of the development. For example, common open space that serves a variety of functions will attract greater usage. When designing open spaces, project applicants should consider a broad range of age groups, from small children, to teens, parents, and seniors.

The remainder of this section provides standards and descriptions for various types of open spaces (A.1.2) and details on the amount and types of open space required for particular uses (A.1.3 through A.1.6). Table A-1 on the following page summarizes the open space requirements for non-residential, multifamily residential, and single family and duplex uses. More details are provided in the standards that follow.

Table A-1. Summary of Open Space Requirements for Development Types

	Standards to Be Met			
	A.1.3[1] Public Open Space	**A.1.4[1] Pedestrian-Oriented Space**	**A.1.5 Public Open Space**	**A.1.6 Open Space for Multifamily Residences**
Non-Residential	5% of developable area	1% of developable area plus 1% of floor area[2]	N/A	N/A
Multifamily	5% of developable area	N/A	N/A	200-300 square feet of open space per unit[3]
Single-Family	N/A	N/A	15% of developable area	N/A

Notes:

1. Area devoted to applicable use.
2. Area may also be used to meet Standard A.1.3.
3. If open space is publicly accessible, it may also be used to meet Standard A.1.3.

Figures A-6 and A-7. Examples of pedestrian-oriented spaces.

A.1.2 Standards and descriptions of desirable publicy accessible open spaces by type:

a. Pedestrian-Oriented Spaces. These are predominately hard-surfaced, plaza or courtyard type spaces that are encouraged with commercial, mixed-use, and low to mid-rise residential buildings. To qualify as a pedestrian-oriented space, an area shall have:

- Pedestrian access to the abutting structures from the street, private drive, or a nonvehicular courtyard.
- Paved walking surfaces of either concrete or approved unit paving.
- Pedestrian-scaled lighting (no more than 15 feet in height) at a level averaging at least 2 foot candles throughout the space. Lighting may be on-site or building-mounted lighting.
- At least 2 linear feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza area or open space (up to 50% of seats may be moveable).
- Be sited in areas with significant pedestrian traffic to provide interest and security, such as adjacent to a building entry.
- Landscaping components that add seasonal interest to the space.

The following features are encouraged in pedestrian-oriented space and may be required by the responsible official for a space to meet the Intent of the standards:

- Pedestrian amenities, such as a water feature, drinking fountain, tables, and/or distinctive paving or artwork.
- A “pedestrian-oriented building facade” on some or all buildings facing the space.
- Consideration of the sun angle at noon and the wind pattern in the design of the open space.
- Transitional zones along building edges to allow for outdoor eating areas and a planted buffer.

The following features are prohibited within pedestrian-oriented space:

- Asphalt or gravel pavement.
- Adjacent unscreened parking lots.
- Adjacent chain link fences.
- Adjacent "blank walls."
- Adjacent unscreened dumpsters or service areas.
- Outdoor storage or retail sales that do not contribute to the pedestrian environment.

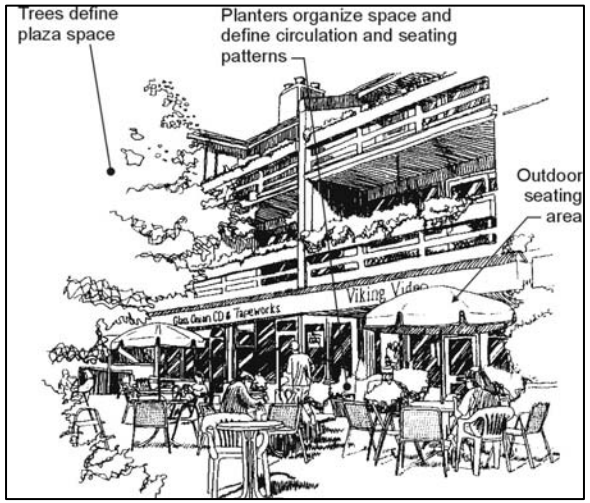


Figure A-9. Pedestrian-oriented space.

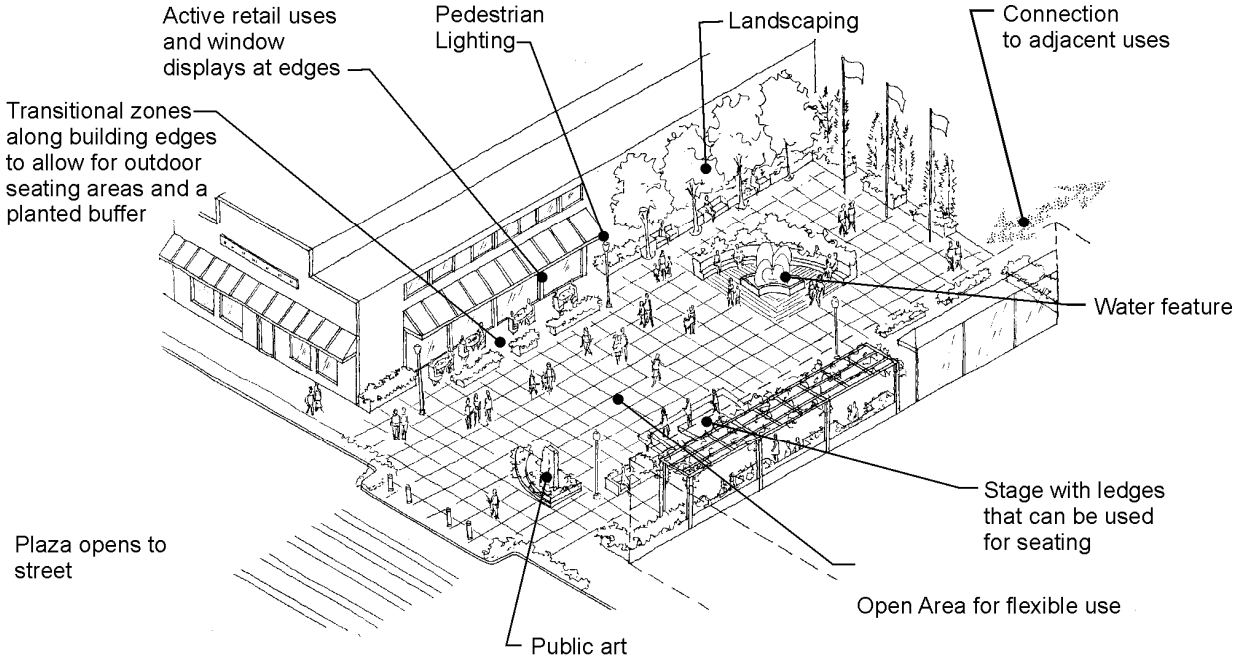


Figure A-8. Large example of pedestrian-oriented space.

Figures A-10 and A-11. Examples of successful village greens.

b. Village Green. This is a park-like space that is greener and larger than a pedestrian-oriented space (typically at least 20,000 square feet). It may be the focal point for a larger mixed-use development or a collection of mixed-use developments. To be successful, it requires many of the same elements as pedestrian-oriented spaces, including a defined edge, the right surrounding uses to animate the space, and attractive landscaping. They are typically centralized and surrounded by public streets on more than one side. They often have community focal points within the space – such as a central fountain, plaza space, gazebo, or central café. Village greens shall include pathways and an open lawn area (at least one-third of the space). Children's play areas, dog runs, and other active recreational uses could be incorporated into the space as well.

c. Parkway, Residential Squares or Park Blocks. These are public open spaces appropriate for residential components of larger mixed-use developments – particularly for subdivisions with single family and duplex uses. They should be placed in prominent locations that can provide a focus for the surrounding development. While residents are likely to have some private open space, the provision for common, public open space is crucial to the livability of these spaces. To qualify as open space under Standard A.1.3, these spaces shall be located within or adjacent to non-residential or multifamily development.

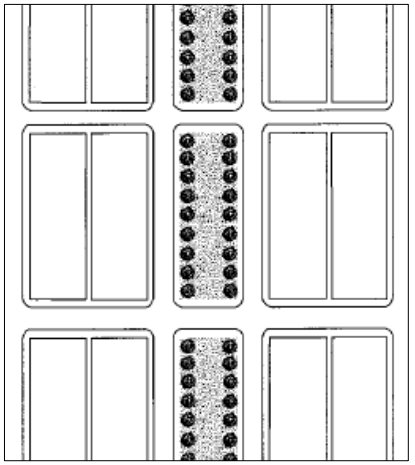


Figure A-12. Parkway: Linear greenway, bordered on both sides by streets or paths. Minimum dimension of parkway: 60'.

Figure A-15. An example of a residential square with a street fronting on one side and pathways and front yards on the remaining three sides.

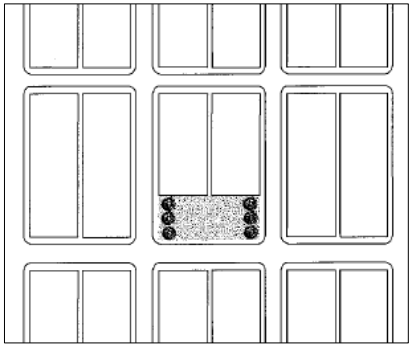


Figure A-13. Residential Squares: Bordered by streets and/or paths on at least three sides. May be square or rectangular. Minimum size: 10,000 sf. Minimum dimension: 80'.

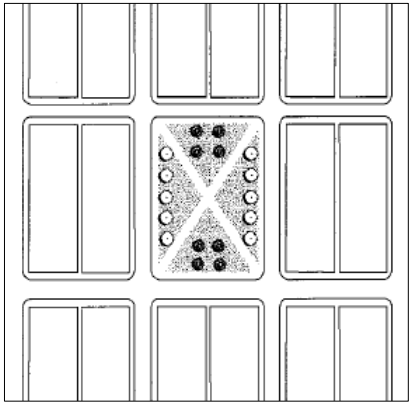


Figure A-14. Park Block: Bordered by streets and/or paths on all sides. Minimum size: 20,000 sf. Minimum dimension: 100'.

Figure A-16. Trail corridor example.

Figure A-17. An example of a parking lot pathway that would be counted as a trail corridor since it is designed well in excess of minimum standards and provides an important connection between uses.

d. Trail Corridors. An off-street trail system should be developed in each Mixed-Use zone cluster. Individual developments shall connect to trails on adjacent sites and routes identified in Clark County's Trails and Bikeways System Plan where applicable. Routes that parallel slopes (to the extent practical), provide view opportunities, and connect uses and amenities shall be used. It is also critical to use routes that have opportunities to be extended by future development on adjacent sites. Required sidewalks and parking lot pathways shall not count as trail corridors unless they are constructed beyond minimum standards, include special pedestrian amenities, and provide an important connection (see figure A-17).

e. Active Recreational Uses. Developments should consider active recreational needs of residents. Due to the desired compact nature of these mixed-use sites, smaller active recreational uses may be appropriate here. This includes sports courts (tennis, basketball, etc.), children's play areas, skateboard friendly spaces, and dog-friendly spaces, each of which requires a different design treatment to enhance its desirability and mitigate possible negative impacts. Developments may incorporate these uses on individual sites or group them on larger sites such as a Park Block or Village Green.

Figure A-18. Active recreational uses.

f. Garden Areas. This could include an open space with garden type landscaping (possibly maintained by a local gardening club) or a p-patch space whereby local residents can reserve seasonal garden plot spaces.

g. Other Publicly Accessible and Usable Spaces that Provide Public Benefit per the Responsible Official. This could include a "pocket park" on a visible site with passive recreational activities, or a viewing platform overlooking a natural area.

Areas that shall not quality as publicly accessible open spaces include:

- Steep slopes and other undevelopable and/or unimproved areas.
- Minimum required sidewalks and pathways.
- Areas that do not meet the criteria prepared in Standard A.1.1 per the responsible official.

Figure A-19. An example of a garden-type open space that can serve as an amenity to a mixed-use development.

A.1.3 Non-residential and multifamily uses: 5 percent of applicable development site shall be developed as one or more publicly accessible open spaces, defined in A.1.2.

RATIONALE – WHILE THIS ADDS ANOTHER LAYER OF REQUIREMENTS – IT ADDRESSES A CRITICAL ISSUE – COMMON PUBLIC OPEN SPACE – INTENDED TO ACT AS A FOCAL POINT. THE STANDARDS PROVIDE FOR A VARIETY OF WAYS FOR DEVELOPMENTS TO MEET THE REQUIREMENT. FOR EXAMPLE, A PLAZA AREA CAN COUNT TOWARDS MEETING THE REQUIREMENTS FOR A.1.2 AND A.1.3.

Figure A-20. TO BE ADDED

Figure A-21. TO BE ADDED

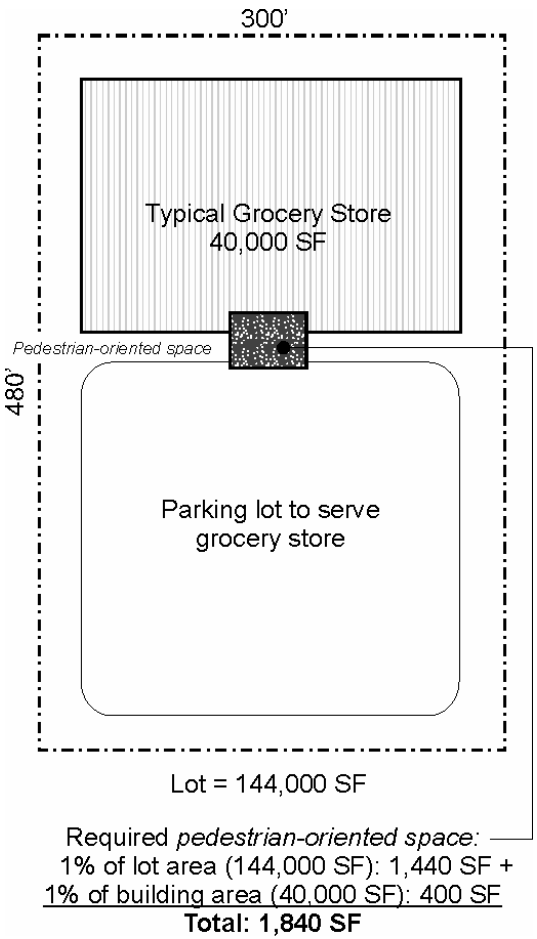


Figure A-22. An illustration of how much pedestrian-oriented space would be required for a typical grocery story served by surface parking.

A.1.4 Non-residential uses shall provide pedestrian-oriented space, defined in Standard A.1.2, in conjunction with new development according to the formula below. This space may be used towards the requirements of A.1.3.

Requirement:

1 percent of the applicable developable area +
1 percent of the non-residential building floor area (excluding service and structured parking areas)

For the purposes of this section, all required sidewalks and walkways shall not count as pedestrian-oriented space. However, the responsible official may allow those portions of sidewalks or walkways widened beyond minimum requirements to count towards the required pedestrian-oriented space as long as such space meets the definition of pedestrian-oriented space.

RATIONALE – THIS DOESN'T SEEM LIKE VERY MUCH – BUT WHEN YOU ADD UP THE BUILDING, SERVICE, ACCESS, AND PARKING AREAS, THE PLAZA AREA IS NOT INSIGNIFICANT. PERHAPS MOST IMPORTANT, THE REQUIREMENTS ENSURE THAT THIS SPACE BE OF HIGH QUALITY, AND NOT JUST A LEFTOVER, UNUSABLE SPACE. OVERALL – IT PROVIDES A CRITICAL NEED AND SHOULD NOT BE OVERLY COSTLY TO DEVELOPMENT.

Figure A-23. TO BE ADDED

Figure A-24. TO BE ADDED

A.1.5 Master plans and subdivisions with single family and duplex uses: At least 15 percent of the development site shall be devoted to a Parkway, Residential Squares, or Park Blocks, as described in Standard A.1.2. A Village Green or other publicly accessible open space described in A.1.2 may be used to meet some or all of this requirement, provided the space goes above and beyond the requirements of A.1.3 and is centralized and accessible to development per the responsible official.

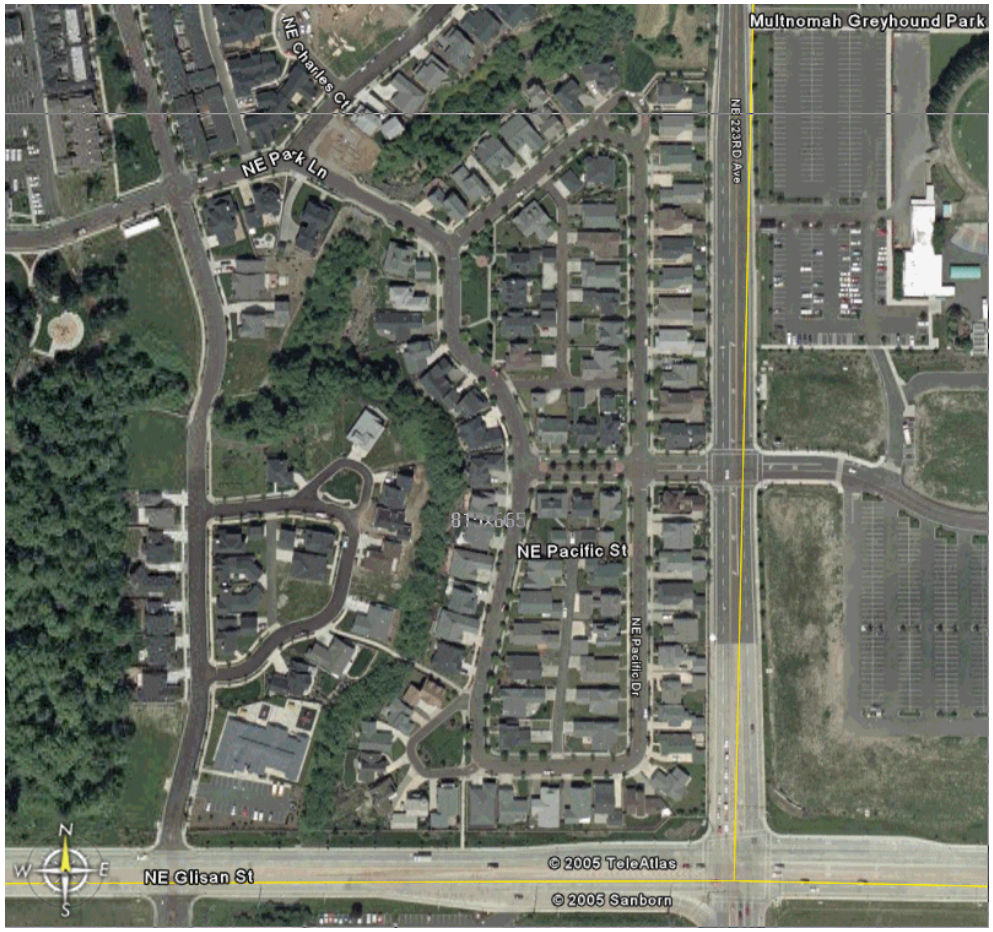


Figure A-25. An example of a residential square.

Figure A-26. An example of a small residential square.

Figure A-27. Fairview Village, OR, provides a variety of open spaces to serve the single-family portion of the development. (GRAPHIC TO BE UPDATED.)

Figure A-28. A residential courtyard providing semi-private patio spaces adjacent to individual units.

Figure A-29. Common open space for a townhouse development.

Figure A-30. A courtyard for a mixed-use development providing an amenity to residents and the adjacent coffee shop.

A.1.6 Multifamily residential uses shall meet CCC 40.260.150 (A) and (C), which requires between 200-300 square feet of shared outdoor recreational area per unit for developments with at least 12 units. The required area may be satisfied with one or more of the elements listed below:

a. Common open space accessible to all residents shall count for up to 100 percent of the required open space. This includes landscaped courtyards or decks, gardens with pathways, children's play areas, or other multi-purpose recreational and/or green spaces. Special requirements and recommendations for common spaces include the following:

- Required setback areas shall not count towards the open space requirement unless it is part of a space that meets the dimensional requirements (e.g., usable space shall be at least 20 feet wide).
- Space shall be large enough to provide functional leisure or recreational activity per the responsible official. For example, long narrow spaces (less then 20 feet wide) rarely, if ever, can function as usable common space.
- Consider space as a focal point of development.
- Space (particularly children's play areas) shall be visible from dwelling units and positioned near pedestrian activity.
- Space shall feature paths, plantings, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable.
- Individual entries shall be provided onto common open space from ground floor residential units. Small, semi-private open spaces for adjacent ground floor units that maintain visual access to the common area are strongly encouraged to enliven the space.
- Separate common space from ground floor windows, streets, service areas and parking lots with landscaping and/or low-level fencing.
- Space should be oriented to receive sunlight, facing east, west, or (preferably) south, when possible.
- Required setbacks, landscaping, driveways, parking, or other vehicular use areas shall not be counted toward the common space requirement.
- Rooftop decks shall not be considered as "common open space" for the purpose of calculating minimum open space area.

b. Individual balconies may be used to meet up to 50 percent of the required open space. To qualify as open space, balconies shall be at least 35 square feet, with no dimension less than 4 feet, to provide a space usable for human activity.

c. Natural areas that function as an amenity to the development may count for up to 50 percent of the required open space, subject to the following requirements and recommendations:

   - The natural area shall be accessible to all residents. For example, safe and attractive trails provided along or through the natural area where they could serve as a major amenity to the development.
   - Steep slopes, wetlands, or similar unbuildable areas shall not be counted in the calculations for required open space unless they provide a visual amenity for all units, as determined by the responsible official.

d. Stormwater retention areas may be counted in the calculations for open space under the category and subsequent requirements of "natural areas" noted herein (up to 50 percent of the required open space) if the facility has natural looking edges, natural vegetation, and no fencing except along the property line. The design of such areas shall go well beyond functional stormwater requirements per the responsible official in terms of the area involved and the quality of landscaping and resident amenities. The side slope of the stormwater facilities shall not exceed a grade of 1:3 (one vertical to three horizontal) unless slopes are existing, natural, and covered with vegetation.

e. Children's play equipment and recreational activity space for children and/or teens and parent seating areas are encouraged in residential complexes with 20 or more units. Exceptions: Age-restricted senior citizen housing, developments located within ¼ mile of a public park that features a play area, mixed-use developments, and developments reserved for student housing.

Figure A-31. Balconies provide private, usable open space for residents.

Figure A-32. Children's play area incorporated into a multifamily development.

NOTE: Open space that meets the definition of one or more of the publicly accessible open spaces, defined in A.1.2, may also count towards meeting this requirement, provided they are within 500 feet of the applicable dwelling units.

A.2 Building Use, Location and Orientation

Existing Standards

- The primary building entrance shall be oriented to the major street on which the building has frontage, a street corner, plaza, park, or other buildings on the site. The building may have other entrances as long as direct pedestrian access is provided to all entrances. *(Replace with new below.)*
- Blank walls are not permitted on any street frontage, including walls facing controlled access highways and freeways. *(Replace.)*
- Multifamily dwellings shall be designed so that the front door entrance of each dwelling is closer to the street than the garage door. Garages may also be sited in the following ways: (1) in the rear and accessed from an alley; (2)in the rear and accessed from a side drive; or (3) on the side and accessed from a side drive. *(Replace.)*

Intent

- *To establish active, lively uses along sidewalks and pedestrian pathways.*
- *To have buildings and uses organized in such a way that pedestrian use of the district is facilitated.*
- *To enhance the visual character and definition of streets within the district.*
- *To encourage interaction among neighbors.*
- *To increase privacy for residential uses located near the street.*
- *To take advantage of special opportunities to create a composition of buildings and open spaces.*

Figure A-33. Fairview Village provides a good example of use mix and configuration. Note the efficient grid of streets and location of the "Main Street" and village green.

Figure A-34. Anthem Park concentrates retail uses on highly visible street corners and integrates a centralized open space.

Standards

Note: Some of the standards below refer to "pedestrian-oriented streets." These are streets that are intended to be the focus of pedestrian activity within a mixed-use district. They may be designated by an adopted subarea plan, by a developer, or by the County. Related standards are located in Sections B.1 and B.2.

A.2.1 Project applicants shall successfully demonstrate how the proposed mix and configuration of uses meets the Intent of the standards. Techniques to accomplish this include:

a. Accommodating uses that contribute to an active pedestrian environment. See 40.230.020 for the list of permitted uses.

b. Providing open space and/or other design features (such as a pedestrian-oriented street) that help to integrate the uses and provide a focal point. Fairview Village uses a "main street" concept, public uses, and a network of streets and open spaces to integrate the uses. (See Figure A-33.) On the other hand, Mill Plain One (see Introduction chapter) provides an example where the different uses are not well integrated. While there are pleasant pathways connecting the uses, there is no real focal point element that truly integrates the development and its uses. See A.1 Open Space for related standards.

c. Locating commercial uses in the more visible areas of the development (such as adjacent to a public street) that helps to facilitates pedestrian activity. The Fairview Village and Anthem Park mixed-use development examples illustrated below provide good examples. See Standards A.2.3 through A.2.8.

d. Providing good pedestrian access between residential and non-residential uses. Critical design elements include the configuration of streets, pathways and buildings that allow good pedestrian circulation. Again, Fairview Village provides an excellent example. For related standards, see Section B, Vehicular Access and Parking and Section C, Pedestrian Environment.

A.2.2 To meet the definition of a "pedestrian-oriented façade," a façade must include the following elements:

a. The primary pedestrian entrance shall be located on this façade.

b. The ground floor façade between 2 and 8 feet above the ground shall contain a minimum of 75 percent transparent window area.

c. Weather protection at least 4-1/2 feet in depth and at least 8 feet above the ground along a minimum of 75 percent of the façade.

A.2.3 Buildings located on designated pedestrian-oriented streets shall feature "pedestrian-oriented facades." Such buildings shall be located adjacent to the sidewalk, except where pedestrian-oriented space is located between the building and the sidewalk. Parking between the building and pedestrian-oriented streets is prohibited.

A.2.4 All non-residential buildings may be located directly adjacent to any street as long as they feature a pedestrian-oriented façade.

(NOTE: WHILE THERE IS NO SUCH PEDESTRIAN-ORIENTED STREET DESIGNATION CURRENTLY, PARTICULAR STREETS—OR FUTURE STREETS—COULD BE DESIGNATED IN FUTURE SUBAREA OR DISTRICT PLANS OR BY APPLICANTS WITH COUNTY APPROVAL PER THE DESIGN STANDARDS.)

Figure A-35. Pedestrian-oriented facade example.

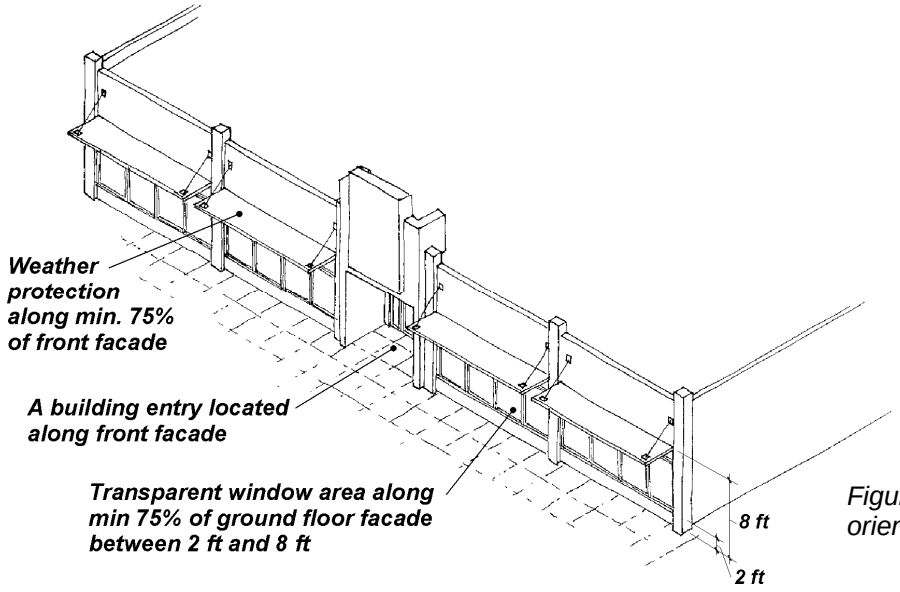


Figure A-36. Pedestrian-oriented facade requirements.

A.2.5 Nonresidential and mixed-use buildings shall be located and oriented towards the street. Parking lots may not be located between the street and the building. Exceptions:

a. For sites that front on more than one public street, the development is encouraged to orient to both streets. Priority shall be given to designated pedestrian-oriented streets or other streets that are more visible and/or provide a better opportunity for increased pedestrian activity, as determined by the responsible official.

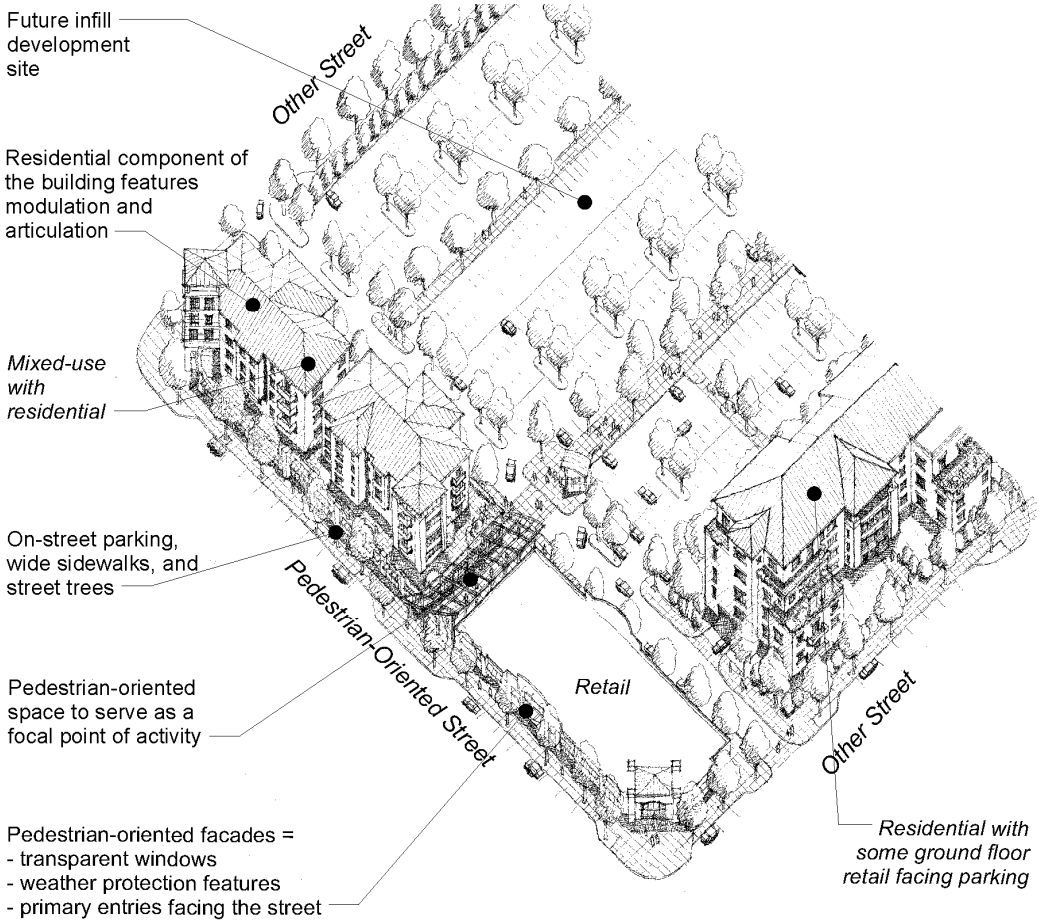


Figure A-37. An example of desirable mixed-use site/building layout and orientation. Note how the buildings front on the pedestrian-oriented street.

b. For large sites (over 2 acres) featuring multiple buildings, developments shall configure buildings to create focal points for pedestrian activity on the site. However, no more than 50 percent of the primary public street frontage may be occupied by vehicular access or parking unless the responsible official determines that a higher percentage allows the development to better meet the Intent of the standards; for example, if the configuration allows for a centralized plaza surrounded by a concentration of retail uses. For any such departure, the development shall incorporate design features that maintain visual continuity along the streets. Figure A-38 shows two such examples, including a landscaped trellis and architectural columns with hanging plants. Both include vertical elements that, together with the trees, help to define the edge of the street. Also note that visibility is maintained between the parking lot and the street. This is particularly important at eye level for public safety.

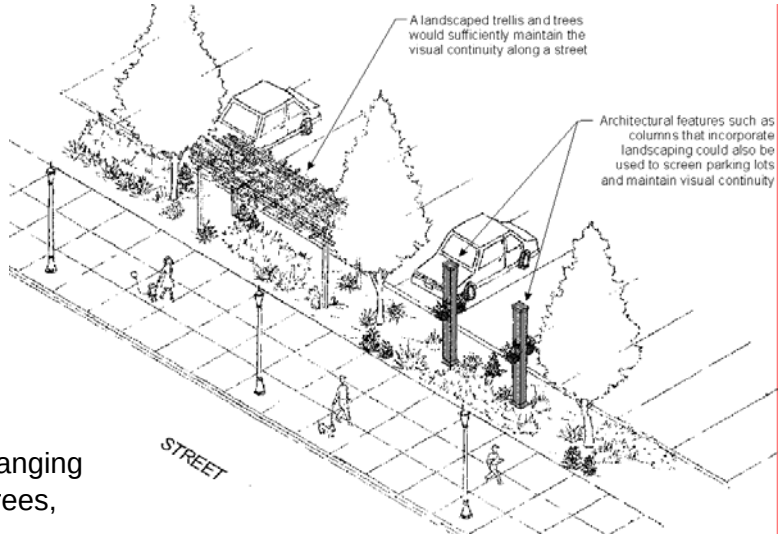
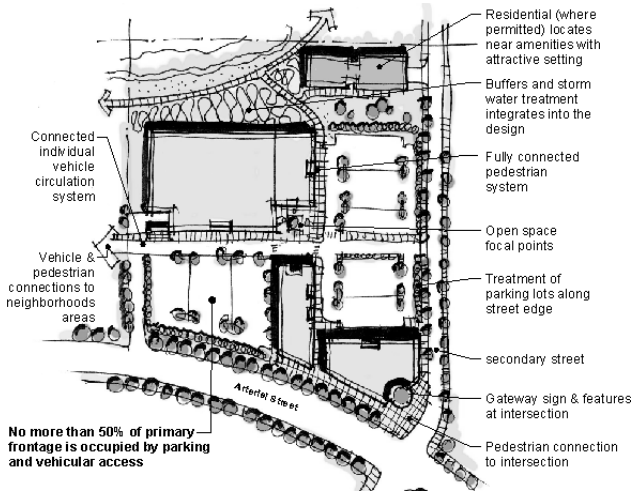
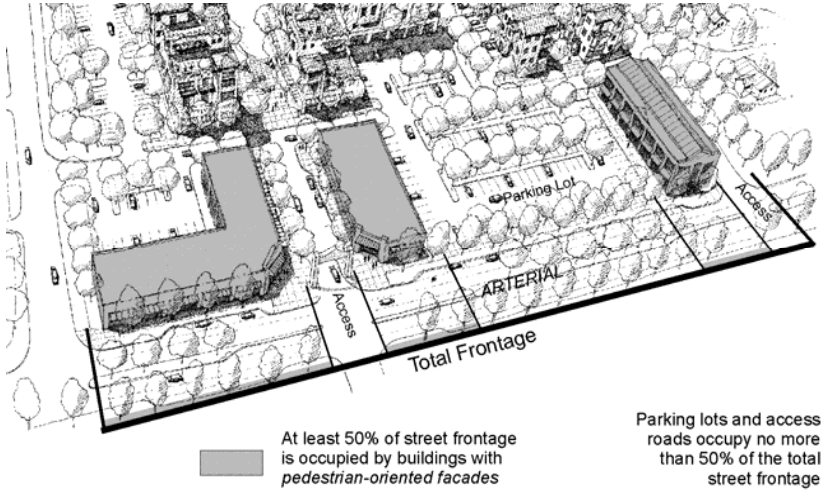


Figure A-38. Examples of design elements between a street and parking lot that maintain visual continuity along the street.





Figures A-39 and A-40. For large sites featuring multiple buildings, no more than 50 percent of the primary public street frontage may be occupied by vehicular access or parking.

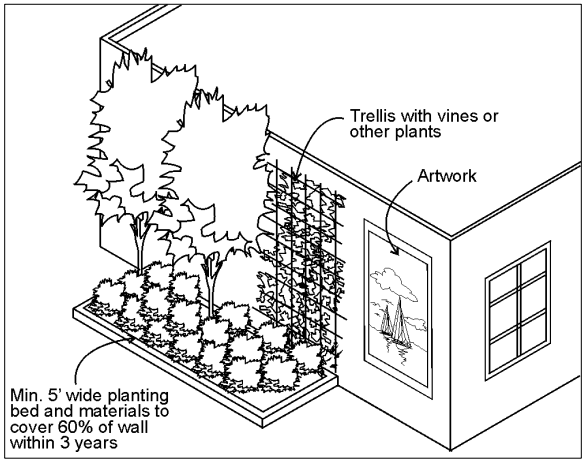


Figure A-41. Blank wall treatments.

c. Where unique topographical or environmental conditions make conformance difficult or undesirable, the responsible official shall allow alternative nonresidential building placement and/or orientation, provided the overall development meets the Intent of the standards.

A.2.6 Ground floor elevation of residential uses within 10 feet of a pathway shall be raised at least 18 inches above street level for residents' privacy.

A.2.7 *Blank Walls* visible from a public street, sidewalks, trails, or interior pathways are prohibited. Design treatments to eliminate *blank walls* can include:

- Transparent windows or doors.
- Display windows.
- Landscape planting bed at least 5 feet wide or a raised planter bed at least 2 feet high and 3 feet wide in front of the wall. Such planting areas shall include planting materials that are sufficient to obscure or screen at least 60 percent of the wall's surface within 3 years.
- Installing a vertical trellis in front of the wall with climbing vines or plant materials sufficient to obscure or screen at least 60 percent of the wall's surface within 3 years. For large areas, trellises should be used in conjunction with other blank wall treatments.
- Other methods such as murals or special building material treatments that meet the Intent as approved by the responsible official.

Multifamily Uses

A.2.8 Multifamily residential buildings shall be oriented towards streets and not parking lots or adjacent properties. Specifically:

a. The primary building entry shall face the street. Alternatively, building entries that face onto a courtyard which is oriented towards the street are acceptable.

b. Buildings with individual ground floor entries should face the street to the extent possible.

c. Buildings shall also provide windows that face the street to provide "eyes on the street" for safety.

d. Alternative configurations shall be considered by the responsible official as long as they meet the Intent of the standards. For example, alternative configurations may be more desirable to take advantage of special views or special environmental features.

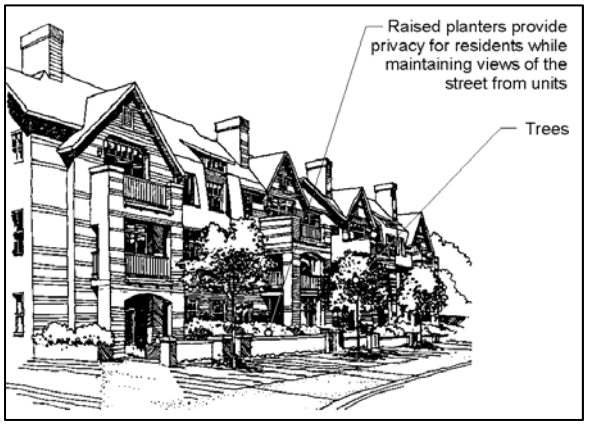


Figure A-42. Multifamily building oriented towards the street.

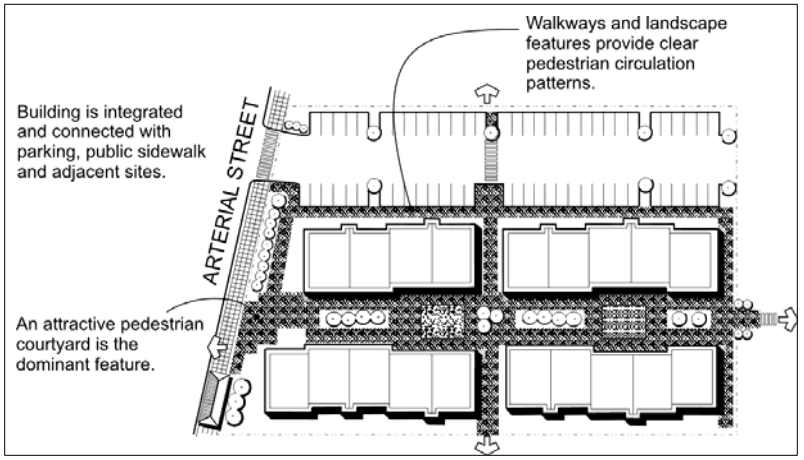


Figure A-43. This multifamily development orients both towards a centralized open space and towards the street.

Figure A-44. This example includes both a building located towards the street corner and a small pedestrian-oriented space.

Figure A-45. Street corner building example.

A.3 Street Corners

Existing Standards

No related standards.

Intent

- *To enhance the character and identity of the area.*
- *To enhance the pedestrian environment at street corners.*

Standards

A.3.1 Except for detached single-family units or duplexes, all developments proposals located at street corner sites shall include at least one of the design treatments described below (in order of preference):

a. Locate a building towards the street corner (within 15 feet of the corner property line).

b. Provide pedestrian-oriented space at the corner leading directly to a building entry or entries.

If a or b are not feasible per the responsible official, consider the following options:

c. Install substantial landscaping (at least 30 feet by 30 feet or 900 square feet of ground surface area with trees, shrubs, and or ground cover). The space may include a special architectural element, such as a trellis, to add identity or demarcation of the area. Such an architectural element may have a sign incorporated into it (as long as such sign does not identify an individual business or businesses);

d. Install a decorative screen wall (at least 2 feet, 6 inches high), a trellis, or other continuous architectural element, with a length of at least 20' along the front property line. Height and location of elements are not to create a visibility or security problem; or

e. Other treatments shall be considered, provided they meet the Intent of the standards as determined by the responsible official.

Figure A-46. This street corner successfully combines landscaping with architectural elements. Signage demarcates the area, not an individual store.

Section B: Vehicular Access and Parking

B.1 Street Pattern and Layout

Existing Standards

- CCC 40.340.020 - Access and Circulation Standards.
- CCC 40.350.030 - Street and Road Standards.

Intent

♦ *To create and maintain a safe, convenient network of streets that enhances the district's ability to function as a pedestrian-oriented neighborhood center.*

Standards

B.1.1 Developments shall meet the requirements of CCC-Chapter 40.350 (Transportation and Circulation) unless otherwise noted herein.

B.1.2 Applicants shall successfully demonstrate how the proposed development maintains a hierarchy of streets to provide organized circulation that promotes use by multiple transportation modes and to avoid over-burdening the roadway system. The hierarchy may consist of:

a. **Arterial.** A street classified as an arterial on the County's Arterial Atlas. Due to the amount of traffic and visibility, arterials warrants special design treatment to improve its appearance and maintain its transportation function.

b. **Collector.** A street classified as a collector on the County's Arterial Atlas.

c. **Access Road.** A street classified as an access road on the County's Arterial Atlas.

d. **Internal Road.** A private roadway that provides access to buildings and uses on a single site or a collection of adjacent private sites.

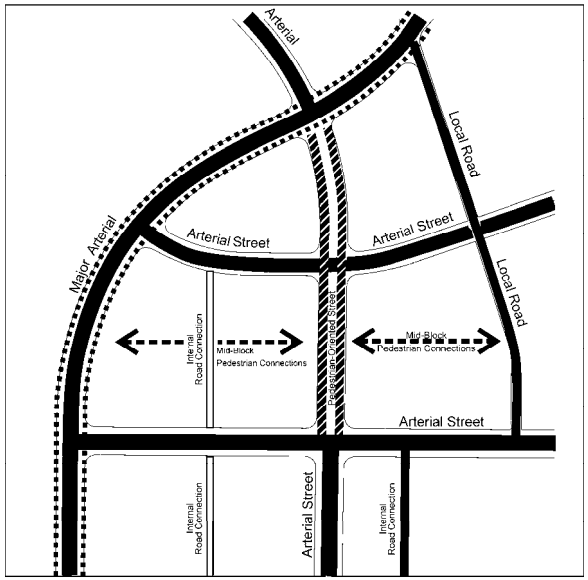


Figure B-1. A good example of a hierarchy of streets. Note the range of street types, including arterials, pedestrian-oriented streets, and internal roads.

e. **Pedestrian-Oriented Streets.** Streets that are intended to feature a concentration of storefronts and pedestrian activity. Such streets feature slow moving traffic, narrow travel lanes, on-street parking, and wide sidewalks. Public streets and private internal access roads may be designated as pedestrian-oriented streets by an adopted subarea plan or master plan, by an applicant, or by the County based on the following criteria.

(1) Ideally, each Mixed-Use area (contiguous MX properties) should include at least one pedestrian-oriented street segment. This could be the entire street, a single block, or a portion of a block. The Pedestrian-Oriented Street designation could also be applied to a pedestrian only corridor, where a concentration of retail and pedestrian activities is sought.

(2) The extent of the Pedestrian-Oriented Street designation should be limited to an area that can reasonably support small scale retail uses based on current and projected market conditions.

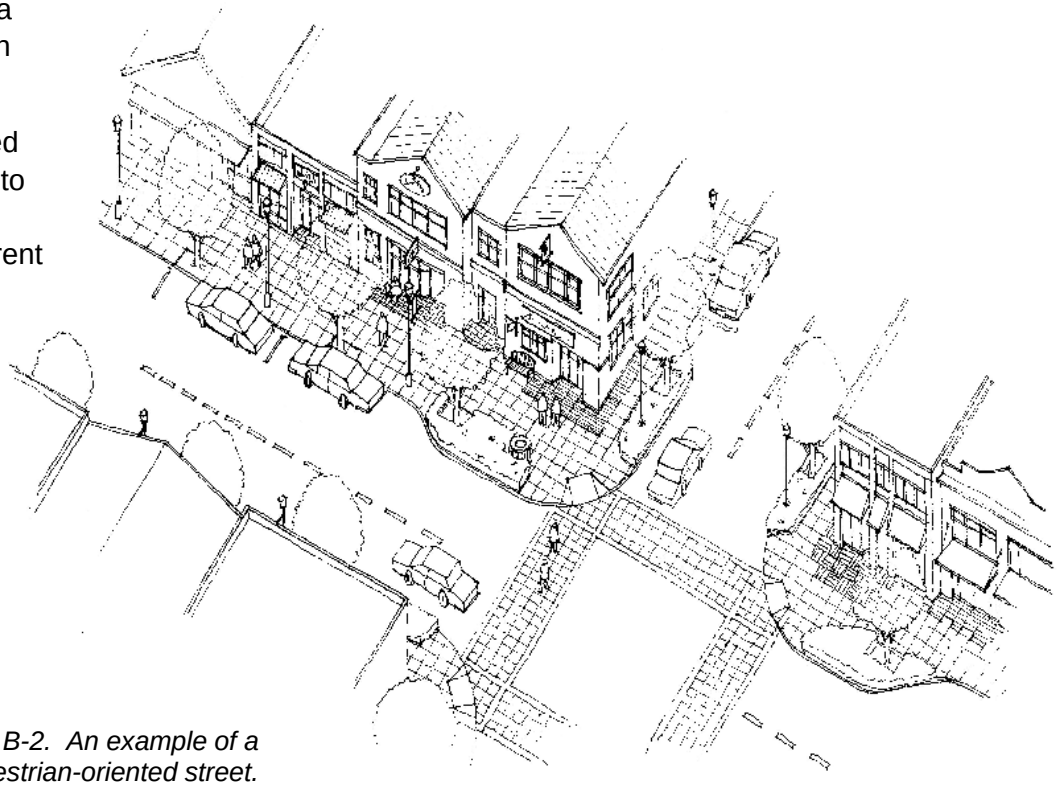


Figure B-2. An example of a pedestrian-oriented street.

B.1.3 Developments shall provide and/or be integrated with a dense network of streets in a “modified grid” to help provide a sense of place and orientation and to appropriately distribute the flow of traffic. A street network dominated by long, irregular loop roads and cul-de-sacs is not appropriate. The modified grid relies on the “T” and crossroads intersection. It responds well to incorporating topographic features and creating road form where the property is surrounded by open space. Sidewalks in a modified grid allow for a continuously linked network. Utilizing a hierarchy of streets as defined above, developments shall conform to the following cross circulation standards:

a. Maximum block width: 480 feet. (NOTE: EXISTING COUNTY STANDARD IS 800 FEET)

b. Maximum block perimeter: 1,400 feet. This allows for a block of 480 feet wide by 240 feet wide, which is a desirable width of a block accommodating lots facing streets on either side. Such a network allows for better traffic flows, orientation, and shorter trips.

Figure B-3. An example of a modified grid with desirable block sizes that enhance circulation (TO ADD GRAPHIC).

Departures from the above standards shall be considered by the responsible official based on one or more criteria listed below. All such proposals shall meet the Intent of the standards.

(1) Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant, and an equivalent alternative which can accomplish the same design purpose is available.

(2) A departure provides the opportunity for a public open space or other public amenity that goes well beyond minimum standards herein. For example, a larger block could allow for the development of a mixed-use pedestrian village featuring a centralized plaza space with parking and vehicular access around the perimeter. See figure B-4 for an example.

For any such departure, through-block pedestrian pathways are encouraged at 220-foot intervals and required at intervals not more than 480 feet.

(3) The location of institutional or other similar uses require a larger block size.

(4) A private internal road(s) may be used to meet cross circulation standards per the following conditions:

(a) Adjacent properties do not rely on applicable roadway for primary access.

(b) Roadway shall be designed to look and function like public streets (planting strips, street trees, sidewalks, and parallel parking, where appropriate per the responsible official).

(c) Roadway shall be and are accessible to the public.

(d) Applicable only to areas of non-residential and multifamily developments.

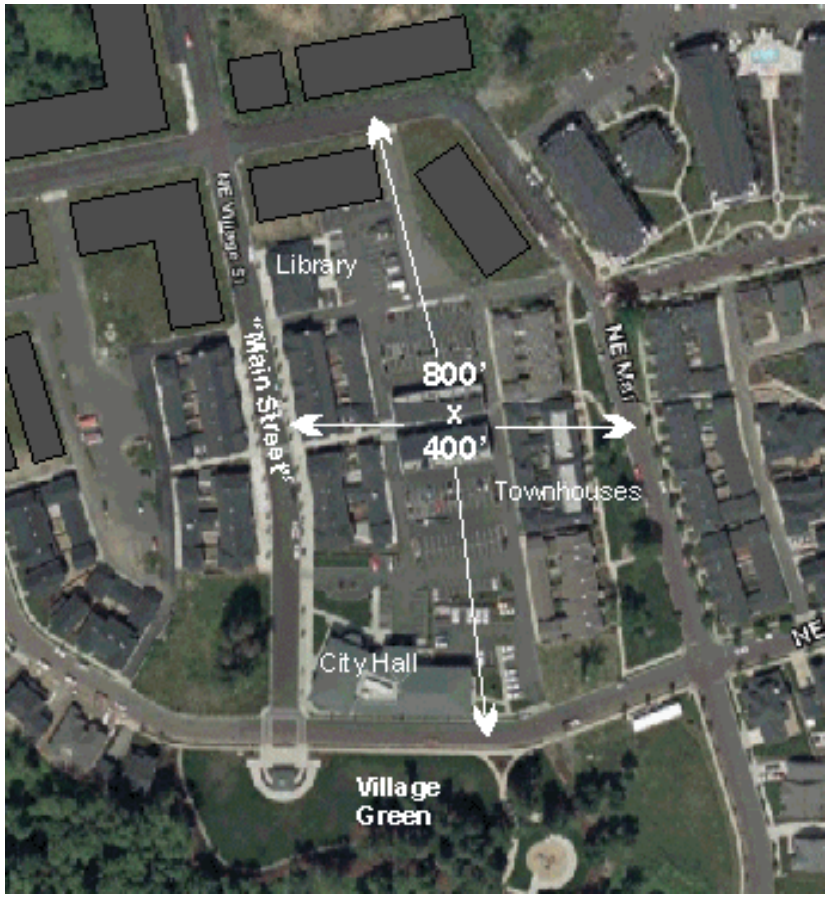


Figure B-4. Fairview Village contains some blocks that exceed these standards. However, the network of internal roads and pathways, the presence of the City Hall, and the "Main Street" configuration would qualify it for a departure.

B.2 Street Design

Existing Standards

- CCC 40.350.030 - Street and Road Standards.

Intent

- *To create safe, attractive, and functional streets that enhances the district's ability to function as a pedestrian-oriented neighborhood center.*
- *To enhance the character and identity of the area.*
- *To balance street design to deemphasize vehicular travel.*
- *To beautify mixed-use districts by incorporating landscaping elements into the streetscape.*
- *To encourage pedestrian activity.*

Standards

NOTE: All developments are subject to the requirements of CCC-Chapter 40.350 (Transportation and Circulation). However, Standard B.2.1 below provides that departures or "modifications" to those standards may often be warranted to meet the Intent of the standards noted above. Where applicable, applicants must comply with CCC Section 40.550.010, Road Modifications.

B.2.1 Applicants shall demonstrate to the responsible official's satisfaction, how the project's proposed street design and development design creates safe, attractive, and functional streets that enhance the district's ability to function as a pedestrian-oriented mixed-use center. This can be accomplished by:

(a) Providing traffic calming measures, including:

(1) Narrow travel lane and roadway widths in a way that reduces travel speeds to levels that are appropriate for pedestrian-oriented areas. Generally speeds of 25 mph or less are appropriate. An exception might be Arterials or Collectors that border a Mixed-Use

district. Washington State Community, Trade, and Economic Development's *Model Code Provisions: Urban Streets and Subdivisions* provides roadway configuration guidelines (see Appendix - Street Type Examples) for a variety of street types that are encouraged as an alternative to Clark County Street and Road Standards (CCC Section 40.350.030).

(2) On-street parking (except highways and most arterials), particularly in commercial areas. The presence of parked cars adjacent to travel lanes not only helps to slow traffic, but it provides a shield to pedestrians on the adjacent sidewalk and provides convenience to shoppers.

(3) Curb bulbs that narrow the street width at intersections and other locations were pedestrian street crossing is desired (see Figure B-6 for an example). Curb bulbs are required on all corners where on-street parking is included on at least one of the streets and pedestrian traffic is desired, and no related critical vehicular conflicts are present per the responsible official.

(4) Reduced turning radius at corners. An effective turning radii to slow turning movements on minor cross streets is 15 feet. A 25-foot turning radius is more appropriate at major cross streets (increased to 30 feet if there are a large number of bus and truck turning movements). The responsible official shall factor anticipated traffic volumes (both pedestrian and vehicle), traffic types, and intersection traffic control devices in approved radius.

(5) Visible and attractive crosswalks, for intersections or midblock sites where pedestrian crossings are preferred, per the responsible official. At minimum, crosswalks shall be 6 feet wide, with wider crosswalks desirable in areas with high levels of pedestrian activity.

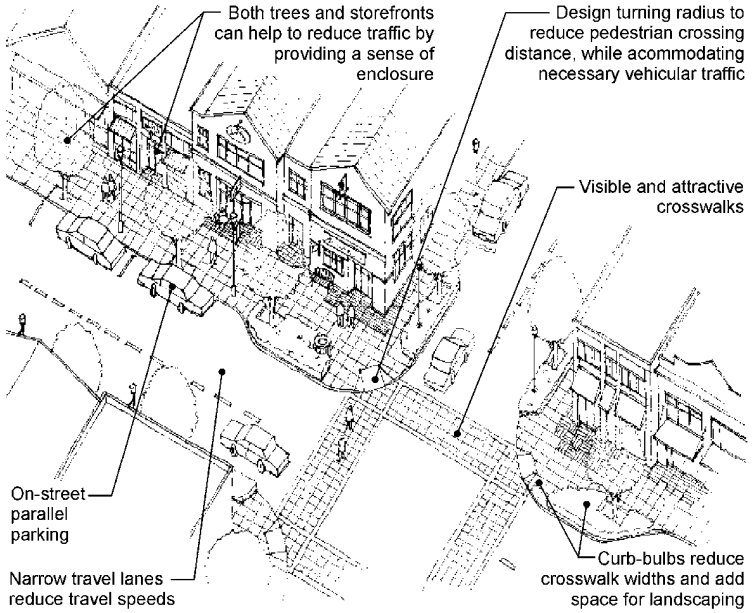


Figure B-5. Desirable street design features.

Figure B-6. Curb bulb example.

Figure B-7. Landscaped median example.

(6) Landscaped medians, roundabouts and traffic circles, where appropriate, as determined by the responsible official. These features visually notify drivers that they are entering a special area. All can help to decrease vehicular speed and reduce accidents. Medians give pedestrians a safe place to stop as they cross a street. All treatments offer opportunities for special landscaping and artwork.

(7) Site storefronts or other buildings adjacent to or close to the street. Although the buildings are outside of the right-of-way, they offer can offer a sense of enclosure that contributes to a street's sense of place and encourages drivers to slow down. See Figure B-8 for examples of desirable and undesirable height to width ratios involving building heights/street widths.

(b) Providing landscaping elements that enhance the visual environment. **At a minimum, this includes street trees**, which shall be placed 30 feet on-center between the roadway and sidewalk. In high pedestrian traffic areas, trees should be placed in grates or planter boxes (at least 5 feet by 5 feet) to allow greater sidewalk widths. Otherwise, planting strips between the roadway are appropriate – particularly adjacent to residential uses. In order to support a healthy tree, planting strips shall be at least 5 feet in width. A variety of drought tolerant and low maintenance ground covers and low shrubs (in accordance with the Standard Details Manual: "G" Roadway Planting Materials Table and Planting Details) shall be used in planting strips. Planting materials and patterns should can also be used to create a distinct identity for a district, area, street, or even a single block.

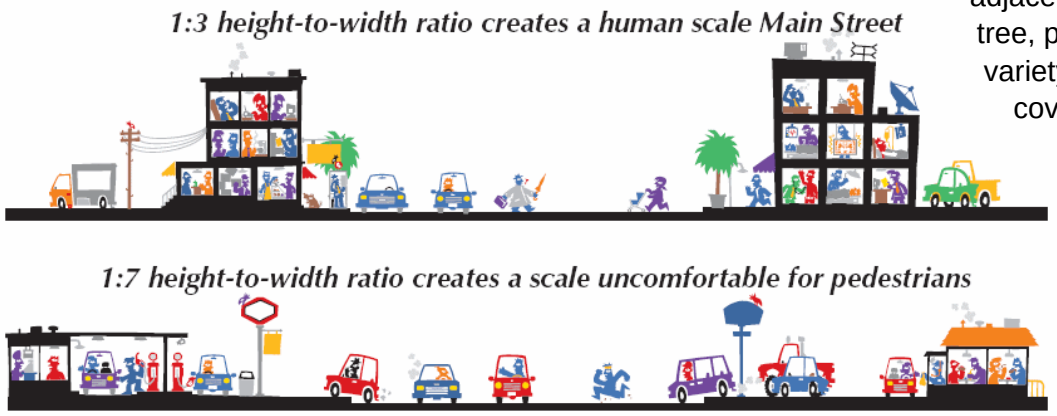


Figure B-8. Desirable height to width ratios for streets.

(c) Providing functional and attractive sidewalks per Standard C.1.1.

(d) Providing lighting to enhance the safety and character of streets (see CCC _____ for related standards). Pedestrian-scaled lighting (light fixtures no taller than 15 feet) are required on all streets at intervals to be determined by the responsible official.

(e) Accommodating bicycle uses, where possible and desirable, as determined by the responsible official. Defining the type and design of on-street bicycle facilities shall address the type and mix of traffic, the speed of traffic, the area circulation pattern, the terrain, and overall roadway design. On-street bicycle access can range from striped bike lanes, wider shoulders, or shared lanes. The New Jersey Department of Transportation (NJDOT) developed Table B-1 to indicate at what speeds and traffic volumes (vehicles per day) bicycles are compatible with vehicle traffic. The chart indicates, for example, that a shared lane is appropriate where there are fewer than 10,000 vehicles per day traveling less than 30 mph, but that a separate lane is recommended if either speed or volume is much higher.

(f) Accommodating current and future transit uses, where applicable, as determined by the responsible official. Consultation with C-Tran shall be required for all projects to determine proper location and design of streets to accommodate transit uses.

(g) Providing amenities that enhance the pedestrian environment per Standard C.3.4.

Figure B-9. Landscaping elements enhance the streetscape for this mixed-use area.

Table B-1. Appropriate On-Street Bicycle Facilities, Based on Volume of Traffic and Travel Speeds (source: NJDOT)

	20 mph	25 mph	30 mph	35 mph
Existing Lane	<2,000	<2,000	<2,000	<1,200
Shared Lane	2,000-10,000	2,000-10,000	2,000-10,000	1,200-2,000
Bike Lane	>10,000	>10,000	>10,000	>2,000

Street Design Resources:

Road Diets: Fixing the Big Roads, Dan Burden and Peter Lagerway; Walkable Communities, Inc, 1999

Flexible Design of New Jersey's Main Streets; Reid Ewing and Michael King, web: www.state.nj/transportation/publicat/flexibledesign.pdf

Pedestrian Facilities Guidebook: Incorporating Pedestrians into Washington's Transportation System, Otak for WSDOT/PSRC/CRAB, 1997

Main Street….When a Highway Runs Through it: A Handbook for Oregon Communities (November 1999), web: www.lcd.state.or.us/tgm/pub/mainst/MSH.pdf

Options and Innovations Toolkit: Context Sensitive Solutions for Rural Town Centers and Corridors, MAKERS and Transpo for PSRC, 2004

Guide to Land Use and Public Transportation, MAKERS for PSRC, 1996

Creating Transit Station Communities, MAKERS for PSRC, 2000

Making Streets that Work, City of Seattle, 1996, web: http://www.ci.seattle.wa.us/transportation/pdf/mstw.pdf

Building Projects that Build Communities, WSDOT, 2003, web: www.wsdot.wa.gov/biz/csd/BPBC_Final/

Bike Plan Source, web: http://www.bikeplan.com/

Pedestrian and Bicycle Information Center, web: http://www.bicyclinginfo.org/

WSDOT Livable Communities Policy, web: http://www.wsdot.wa.gov/biz/csd/pdf/LivableCommunities.pdf

B.3 On-Site Vehicular Access and Connections

Existing Standards

CCC 40.340.020 - Access and Circulation Standards. *(Supplement with Recommended Standards.)*

CCC 40.350.030 - Street and Road Standards. (Supplement with Recommended Standards.)

Intent

- *To create a safe, convenient, and efficient network for vehicular circulation and parking.*
- *To enhance access to the area from the surrounding neighborhood.*
- *To upgrade the appearance of interior access roads.*
- *To minimize negative impacts of driveways on the streetscape and pedestrian environment.*

Recommended Standards

B.3.1 Developments shall provide a safe and convenient network of vehicular circulation that connects to the surrounding road/access network and provides the opportunities for future connections to adjacent parcels, where applicable.

B.3.2 Developments are encouraged to design interior access roads to look and function more like public streets. This includes planting strips and street trees on both sides, sidewalks on one or both sides, and perpendicular parking on one or both sides. These features may be required by the responsible official based on the nature of adjacent uses and anticipated pedestrian activity.

Figure B-10. Internal access road designed to look and function like a public street. Note on-street parking, lighting, street trees, and sidewalks.

B.3.3 Driveways are prohibited on *pedestrian-oriented streets*, unless there are no alternatives.

B.3.4 Parking lot entrances shall be restricted to no more than one entrance and exit lane per 300 lineal feet (lf) of frontage. Properties with less than 300lf of frontage shall be restricted to one entrance and exit lane for vehicular access.

B.3.5 Driveway widths shall be minimized per the responsible official to reduce pedestrian conflicts. Driveway lanes shall be no wider than 13 feet per entry or exit lane unless the responsible official determines wider lanes are appropriate for the use and that the design does not significantly impact vehicular circulation, public safety, pedestrian movement, or visual qualities.

B.4 Parking Lot Location and Design

Existing Standards

- Parking lot landscaping shall be provided in accordance with Chapter 40.320 CCC. Landscaping shall not be required for parking structures; neither shall it be prohibited.
- CCC 40.340.010 - Parking and Loading Standards.
- The maximum number of parking spaces to be provided is limited to one hundred twenty-five percent (125 percent) of that required in CCC 40.340.010(A)(5).
- Shared parking between and among uses is encouraged and shall be permitted in accordance with subsection CCC 40.340.010(A)(5).
- The ground floor of parking structures shall incorporate retail uses.

Intent

- *To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.*
- *To ensure safety of users of parking areas, increase convenience to businesses, and reduce the impact of parking lots wherever possible.*

Standards

See Section A.2 (Building Location and Orientation) for standards involving parking lot location.

B.4.1 On designated pedestrian-oriented streets:

a. Parking shall be at the side and/or rear of a building, with the exception of on-street parallel parking. No more than sixty (60) feet of the street frontage measured parallel to the curb shall be occupied by off-street parking and vehicular access.

b. On-street parallel parking spaces located adjacent to the site can be included in calculation of required parking.

c. On-street, parallel parking shall be required on both sides of the street.

d. Parking lots shall be located to the side or rear of the building

B.4.2 Parking lots shall not be located adjacent to intersections. Exceptions may be granted by the responsible official where alternative design treatments, such as special landscaping and architectural components adjacent to the street corner, enhance the visual character of the street and the pedestrian environment and where the project meets all other applicable design standards and guidelines.

B.5 Parking Garages

Intent

- *To physically and visually integrate parking garages with other uses.*
- *To reduce the overall impact of parking garages when they are located in proximity to the designated pedestrian environment.*

Standards

B.5.1 Parking structures on designated pedestrian-oriented streets shall provide space for ground-floor commercial uses along street frontages for a minimum of 75 percent of the frontage width. The entire façade facing a pedestrian-oriented street shall feature a pedestrian-oriented façade.

B.5.2 Parking structures adjacent to non-pedestrian-oriented streets and not featuring a pedestrian-oriented façade shall be set back at least 10 feet from the sidewalk and feature substantial landscaping between the sidewalk and the structure. This includes a combination of evergreen and deciduous trees, shrubs, and groundcover. Alternative measures shall be considered, provided the treatment meets the Intent of the standards.

B.5.3 Parking garage entries shall be designed and sited to complement, not subordinate, the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building.

B.5.4 Parking within the building should be enclosed or screened through any combination of landscaping berms, walls, decorative grilles, or trellis work with landscaping.

B.5.5 Parking garages visible from a street shall be designed to be complementary with adjacent buildings. This can be accomplished by using similar building forms, materials, fenestration patterns, and/or details to enhance garages.

B.5.6 An unbroken series of garage doors is not permitted on any street frontage, including walls facing controlled-access highways and freeways.

Figure B-11. A good example of a parking garage entrance for a mixed-use development.

Figure B-12. A good example of individual garages for townhouse units.

Section C: Pedestrian Environment

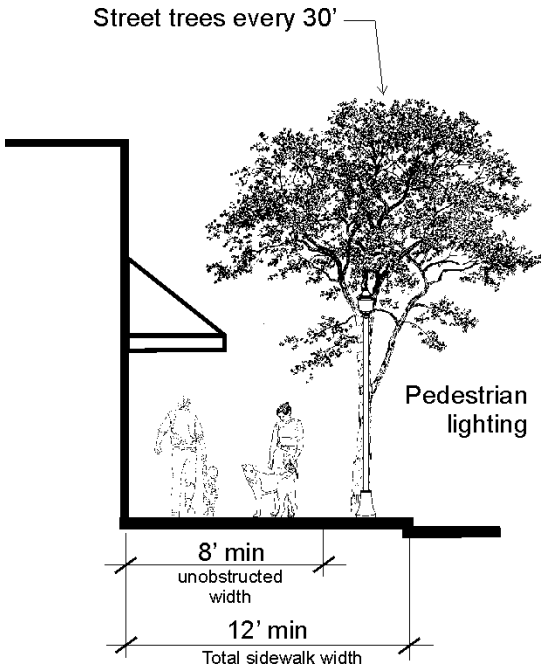


Figure C-1. Minimum sidewalk requirements along pedestrian-oriented streets and where adjacent to facades of mixed-use and retail buildings greater than 100 feet in width.

C.1 Sidewalk and Pathway Standards

Existing Standards

- Sidewalks shall be required and constructed according to the County's road standards.
- Where the system crosses driveways, parking areas, and loading areas, it shall be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method approved by the reviewing authority. Striping may be permitted only in conjunction with at least one of the preceding methods.
- CCC 40.350.010 - Pedestrian/Bicycle Circulation Standards.

Intent

- *To provide safe, convenient, and comfortable pedestrian circulation.*
- *To enhance the character and identity of the area.*
- *To promote walking, bicycling, and transit use.*

Standards

C.1.1 Developments shall utilize appropriate sidewalk widths, materials, designs, and construction standards to enhance pedestrian access and complement city life. Specifically:

a. Sidewalks shall be constructed per CCC Section 40.350.010 (Pedestrian and Bicycle Circulation Standards) unless otherwise directed by these design standards.

b. Minimum sidewalk widths for both sides of streets:
   - 12 feet along pedestrian-oriented streets.
   - 5 feet along all streets serving single-family and/or duplex uses.
   - 8 feet along all other streets.

Also see Figure C-2 for other sidewalk width considerations.

c. The sidewalk materials, colors, and textures shall be determined by the responsible official, based on the following:
   - Adopted street improvement plans, where applicable.
   - Goals and policies of the Comprehensive Plan and adopted subarea plans, where applicable.
   - Sidewalk improvements on the subject property or adjacent sites, when desirable.

C.1.2 Sidewalks and pathways along the façade of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:

a. Sidewalks and pathways along the façade of mixed-use and retail buildings 100 or more feet in width (measured along the façade) shall be at least 12 feet in width. The walkway shall include an 8-foot minimum unobstructed walking surface and street trees placed no more than 30 feet on-center per Figure C-1. As an alternative to some of the required street trees, developments may provide pedestrian-scaled light fixtures (as approved by the responsible official) at the same spacing. However, no less than one tree per 60 lineal feet of the required walkway shall be required. To increase business visibility and accessibility, the responsible official may allow breaks in the required tree coverage adjacent to major building entries.

b. For all other interior pathways, the applicant shall successfully demonstrate that the proposed walkway is of sufficient width to accommodate the anticipated number of users. See Figure C-2 for considerations.

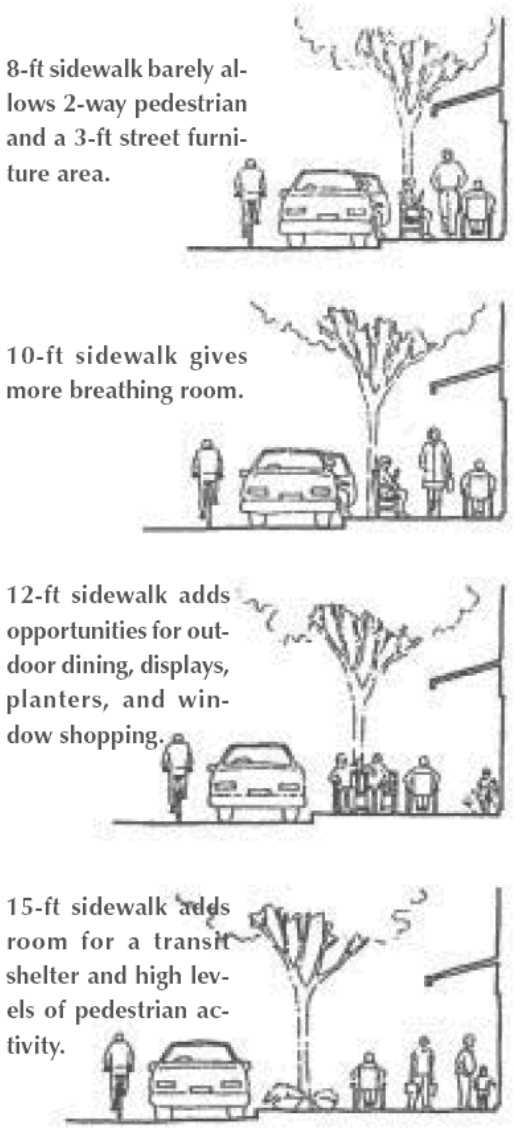


Figure C-2. Appropriate sidewalk widths.

C.1.3 Pedestrian walks shall be separated from structures at least 3 feet for landscaping, except where the adjacent building features a pedestrian-oriented façade. The responsible official shall consider alternative treatments to provide attractive pathways. Examples include the use of planter boxes and/or vine plants on walls, sculptural, mosaic, bas-relief artwork, or other decorative wall treatments that meet the Intent of the standards.

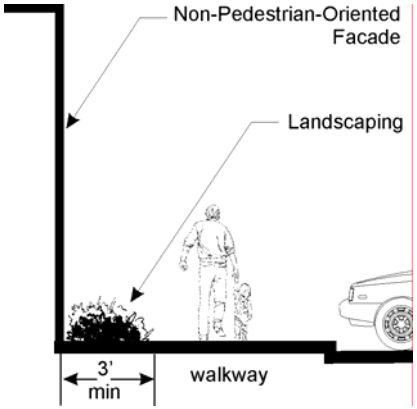


Figure C-3. Pathway/landscaping requirements adjacent to non-pedestrian-oriented facades.

Figure C-4. A good example of wall design treatment that would qualify for a departure from Standard C.1.4.

C.2 Pedestrian and Bicycle Circulation

Existing Standards

- An on-site pedestrian circulation system that links the street and the primary entrance(s) of all the structure(s) on the site shall be provided. Sidewalks or pedestrian ways shall connect the required pedestrian system to existing pedestrian systems on adjoining developments if adequate safety and security can be maintained. Convenient delineated pedestrian access to transit stops shall be provided. *(Alternate language below.)*
- CCC 40.340.020 - Access and Circulation Standards.

Intent

♦ *To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.*

Standards

C.2.1 Applicants shall successfully demonstrate how the proposal includes an integrated pedestrian circulation system that connects buildings, open space, and parking areas with the adjacent street sidewalk system and adjacent properties.

C.2.2 Opportunities for off-street bicycle circulation shall be considered, where appropriate Individual developments are required to connect to trails on adjacent sites and routes identified in Clark County's Trails and Bikeways System Plan. Factors that shall be considered in the design and routing of off-street bicycle trails include the anticipated traffic, types of users, connecting uses, views, visibility, grades, and safety. See Standard A.1.2 for related trail requirements and recommendations.

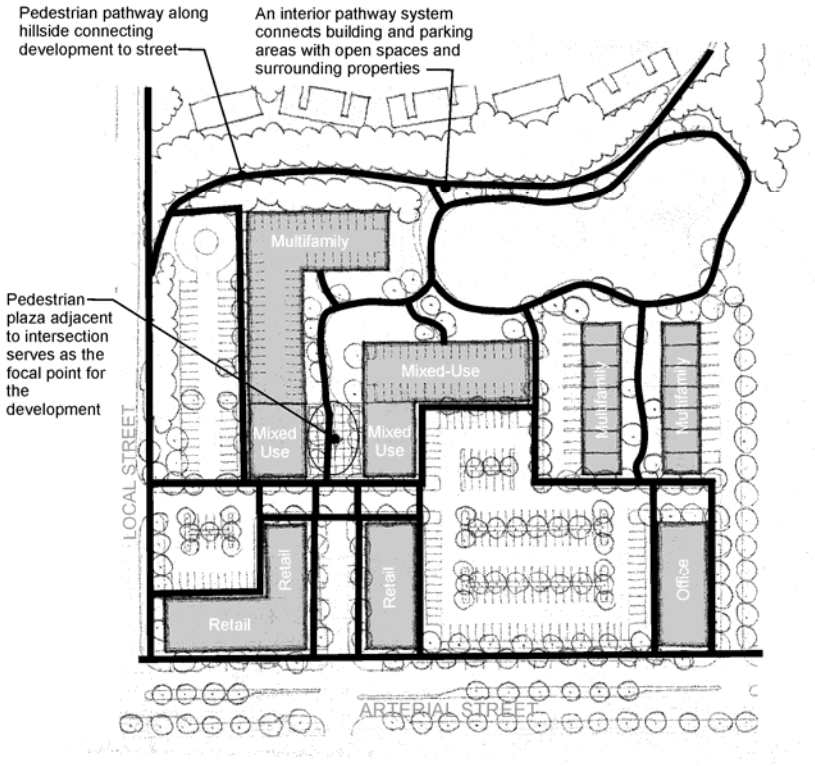


Figure C-5. An example of an integrated pedestrian circulation system for a mixed-use development.

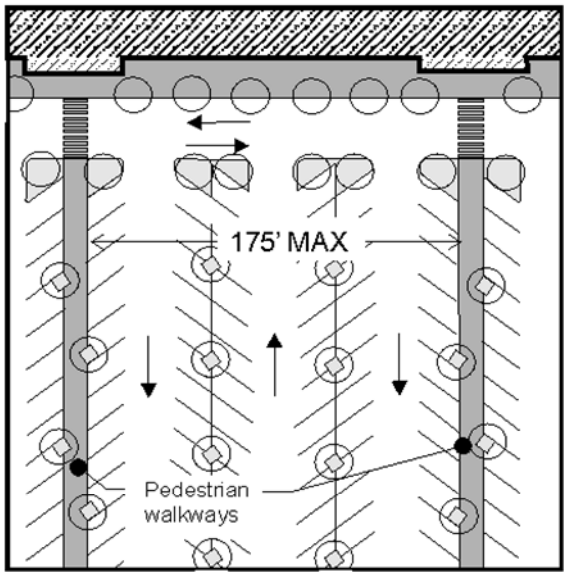


Figure C-6. Parking lot pathway requirements.

Figure C-7. Parking lot pathway example.

C.2.3 All buildings shall have clear pedestrian access to the sidewalk. Where a use fronts two streets, access shall be provided from the road closest to the main entrance, preferably from both streets. Buildings with entries not facing the street should have a clear and obvious pedestrian accessway from the street to the entry.

C.2.4 A paved walkway or sidewalk shall be provided for safe walking areas through parking lots greater than 150 feet long (measured either parallel or perpendicular to the street front). Walkways shall be provided for every three parking aisles or a distance of less than 175 feet shall be maintained between paths (whichever is more restrictive). Such access routes through parking areas shall be separated from vehicular parking and travel lanes by use of contrasting paving material, which may be raised above the vehicular pavement. Speed bumps may not be used to satisfy this requirement. Pedestrian-scaled lighting (maximum 18 feet in height) shall be used to clearly define pedestrian walkways or other pedestrian areas within the parking area.

C.2.5 Where possible, pedestrian connections to existing or proposed trails and pedestrian routes on adjacent properties shall be provided.

C.3 Pedestrian Amenities

Existing Standards

CC 40.350.010 - Pedestrian/Bicycle Circulation Standards.

Intent

- *To create attractive spaces that unify the building and street environments that are inviting and comfortable for pedestrians.*
- *To provide publicly accessible areas that function for a variety of activities, at all times of the year, and under typical, seasonal weather conditions.*

Standards

C.3.1 Site furniture provided in public spaces shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.

C.3.2 Pedestrian amenities shall be included along all streets containing adjacent non-residential uses. These elements add flavor to street and/or district, make the walk more interesting, and invite social activity. Specifically, one or more of the desired amenities listed below shall be included for each 100 lineal feet of street frontage. For multi-story buildings, two different types of amenity features are required for each 100 lineal feet of street frontage. The type, location, and design of chosen amenities shall contribute to a well-balanced mix of features on the street, as determined by the responsible official. Desired amenities include (see Figure **Error! Reference source not found.** for examples):

a. Pedestrian furniture, such as seating space, approved trash receptacles, consolidated newspaper racks, bicycle racks, and drinking fountains. Seating areas and trash receptacles are particularly important where there is expected to be a concentration of pedestrian activity (such as near major building entrances and transit

stops) and may be required by the responsible official. The following are specific seating and trash receptacle requirements:

(1) Seating. At least 8 feet of seating area (a bench or ledge at least 16 inches deep and appropriate height) or four individual seats per 100 linear feet of sidewalk.

(2) Trash Receptacles. At least one trash receptacle per 100 linear feet of sidewalk.

b. Planting beds, hanging flower baskets, and/or large semi-permanent potted plants.

c. Decorative pavement patterns and tree grates.

d. Informational kiosks.

e. Transit shelters.

f. Decorative clocks.

g. Artwork.

h. Other amenities that meet the Intent.

Features above that are publicly funded, already required by code, and/or obstruct pedestrian movement shall not qualify as an amenity to meet this standard.